

RANGE ROVER





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By Land-Rover out of Rover - the most versatile motor car in the world

Vehicles of the Estate Car or Station Wagon type frequently fall short of their full potential because they are either too much car and not enough wagon, or vice versa. And their use is strictly limited to conditions appropriate to two-wheel drive operation.

Not so the Range Rover. Even the name has a purposeful ring to it. The interfusing of Rover car comfort with Land-Rover strength and four-wheel drive mobility has resulted in a vehicle that is really four vehicles in one, and each one a master in its own particular field.

So, what is the Range Rover?
(1) It is a robust, seven-days-a-

week motor car for all business, social and domestic purposes. (2) It is a leisure vehicle that will range far and wide on the highways and noways of the world in pursuit of its owner's activities and interests. (3) It is a high-performance car for long-distance travel in the grand manner. (4) It is a working cross-country vehicle with an impressive payload capacity.

Who buys the Range Rover? Business and professional people with a leaning toward the great outdoors, who want a purpose-built vehicle instead of an adapted one, the real thing instead of a compromise.



A Tower of Strength

On main roads and motorways, the Range Rover can cruise at speeds of up to 90 mph (145 kph). It has a maximum of 95 mph (153 kph), while its 0-50 mph (0-80 kph) acceleration time is fractionally over 11 seconds. Taken by themselves, these figures are good enough but they are remarkable when considered in conjunction with all the other facets of this amazingly versatile vehicle.

Harnessed to a trailer, caravan, boat or horse-box, the Range Rover is a tower of strength that takes all the normal stresses and strains, doubts and worries out of this kind of operation. (The boat and trailer featured opposite weigh a total of nearly $2\frac{3}{4}$ tons (2,794 kg)).



Roughing it in Comfort

One has only to experience the thrill of driving straight off the road and across a rough field with no slackening of speed and little change in the car's ride characteristics, to realise that the Range Rover is a very special kind of vehicle. Indeed, it heralds an entirely new age of travel, bringing exciting fresh prospects to motoring in the 1970's and beyond.

The permanent four-wheel drive, high and low ratio gear ranges, coil spring suspension with special ride-level unit, powerful V8 engine and Land-Rover type chassis, all combine to give cross-country mobility that really does need seeing to be believed.





All work . . .

The working possibilities of the Range Rover are immense. While we can only depict it, in this catalogue, in restricted situations its applications must be considered on a world-wide scale. Thus, although it is shown in United Kingdom settings, it is equally at home in some far-flung desert oil-field, a ranch in Texas, a site in the frozen North, or anywhere in between. As a command car for military, police and fire duties it must surely be unbeatable.

The vehicle body consists of a steel safety cage, in the Rover 2000 manner, on to which outside panels, mostly of aluminium, are attached. These panels are specially treated and finished in hard, scratch-resistant paint. After a full day's work, therefore, the Range Rover will be in good shape for its more glamorous social engagements.

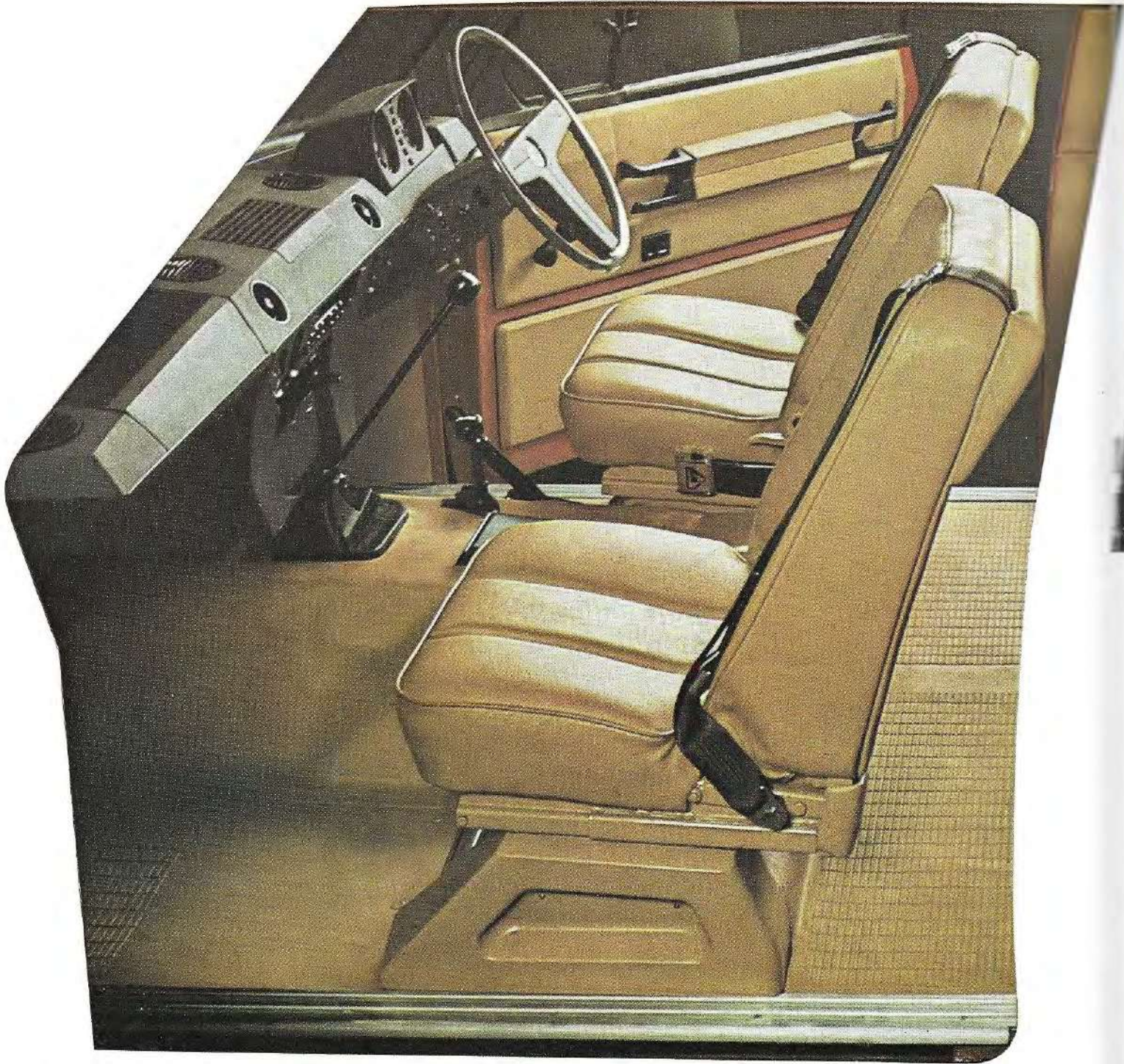
. . . and all play

What is true of the working aspects of the Range Rover is equally true of its leisure role. The cavernous rear compartment will accept a real holiday load and is readily accessible through easily-operated tailgates, the upper panel of which is controlled and supported by telescopic pneumatic springs.

If climbing is not one of your interests ignore the gear illustrated opposite. Visualise four sets of golf clubs and trolleys, fishing tackle, skin diving and aqualung outfits, an inflatable speed boat with outboard motor, frame tent and camping accessories, or any other equipment that fills your particular leisure needs. Now add your personal luggage. There is no need to travel light to travel comfortably, swiftly and safely.









 + 970 lb. or
 + 1420 lb.

These figures include an allowance of 220 lb (for the fitting of a winch or auxiliaries) which is restricted to the front of the vehicle only.

Comfort and safety of a very high order are to be found in the passenger compartment. The wide doors offer extreme ease of entry to front and rear seats which themselves provide outstanding body support for up to five people. In the Range Rover you sit up and take notice.

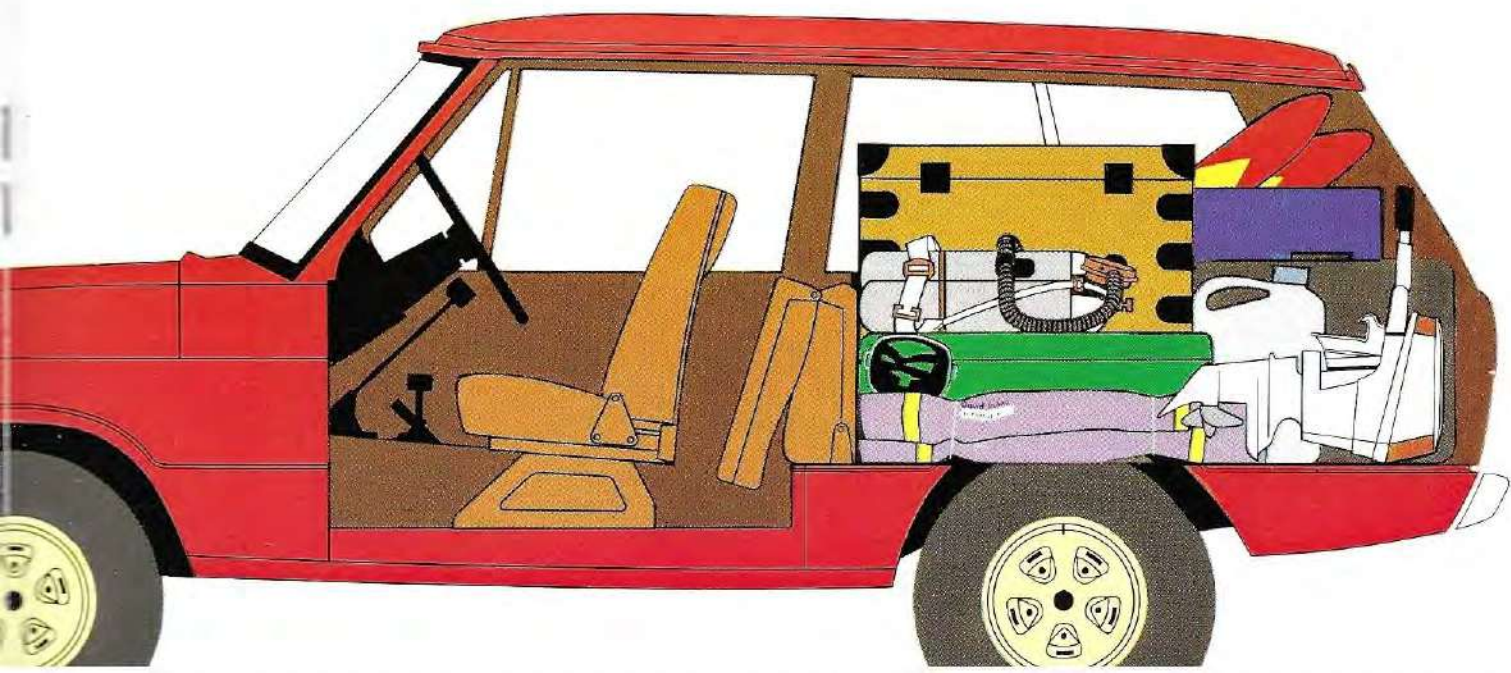
The individual front seats are constructed on the safety-seat princi-

ple. They are very strong and fitted with built-in lap and diagonal safety harness. The backrest on each seat can be tipped forward, the movement automatically causing the whole seat to slide forward thus giving additional room for access to the rear. The backrests are securely held in the normal position by a strong locking lever. Both seats are adjustable fore and aft; the driver's seat in the conventional

manner, the passenger's seat by spanner to one of two fixed positions.

A full-width rear seat provides first-class accommodation for three passengers. The backrest may be folded down and the whole assembly tipped forward to stow vertically behind the front seats. The usable load space thus achieved is an impressive 59 cu.ft. (1.67 m³).

Safety is a matter of supreme importance to Rover engineers and this aspect of the Range Rover has been well taken care of. Protective padding is placed where it will do most good in the event of accident and this includes the top edge of the front seat backrests. There are no hard projections.





Controls and Instruments

Controls and instruments have been designed for unhindered operation and ready reference. Thus, easy-to-read dials are grouped in a neat console mounted within the driver's immediate range of vision and incorporate speedometer, fuel and water temperature gauges. Illuminated colour panels indicate headlamp main beam, trailer lighting, choke, low oil pressure, ignition, low brake fluid pressure or handbrake 'on', and low petrol level in tank.

Four finger-tip levers on the steering column operate two-speed windscreen wipers, windscreen washers, horn, lights, turn indicators, and when fitted, the optional fog or spot lamps. For thief-proof security the ignition switch operates a steering column lock.

The heating and ventilating system provides fresh or recirculated air, controllable over a wide range of volumes and temperatures. The direction of air flow may be regulated at will by rotating the fascia panel outlet vents. Extractor grilles in the rear quarter panels allow natural through-flow ventilation.

Safety features include: hazard warning system, impact-absorbing fascia, collapsible steering wheel and column, padded sun visors and interior mirror with spring catch that will release on impact.



3.5 Litre V8 Engine

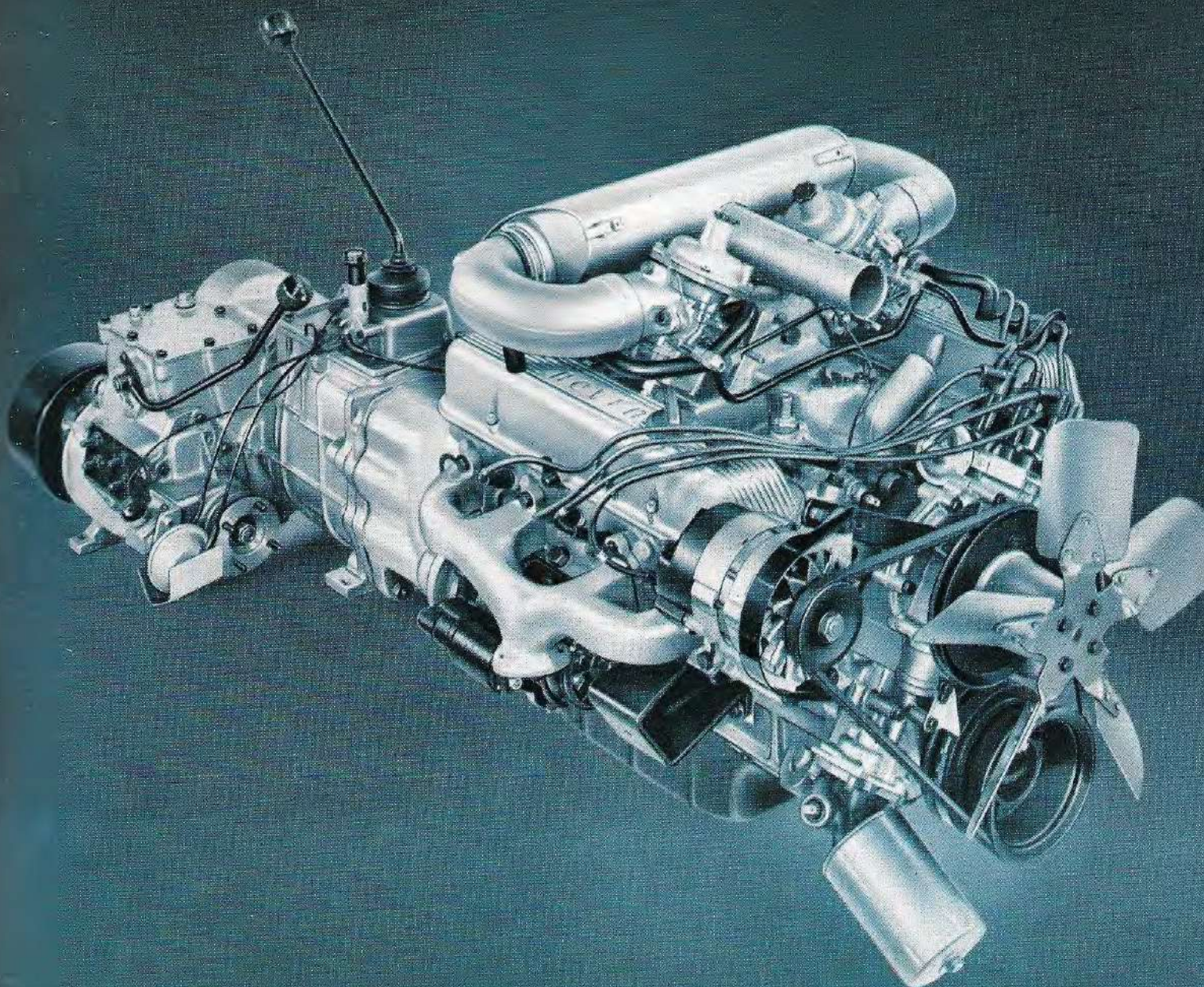
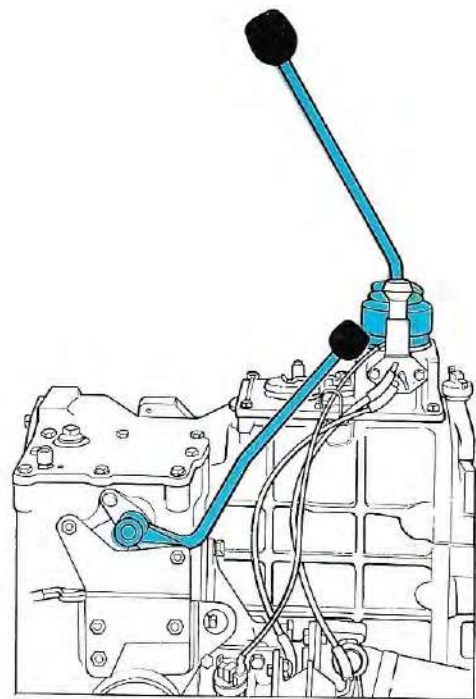
Power is derived from a variation of the supremely-successful Rover V8 engine, which powers the 3½-litre and 3500 models. It is a light-weight aluminium unit noted for its reliability and uncommon silence and smoothness in operation.

While basically the same as the car engine, the Range Rover version has received special development to make it suitable for operations over heavy ground, steep inclines and watercourses as well as for fast main road touring. A reduced compression ratio of 8.5:1 allows the use of low octane fuels. There is also a new type of alternator, with built-in control unit, to give a constant charge rate.

Details of the Range Rover engine are given on the specification page but it is obvious that ample power and flexibility are available for any type of use you may have in mind.

8 Forward and 2 Reverse Gears

A completely new four-speed, all-synchromesh gearbox has been produced to meet the high power output of the engine. Added to this is a high and low ratio transfer box. The resulting combination provides a choice of eight forward and two reverse speeds and an enormous range of overall ratios between 47.83 in low ratio first gear to 4.16 in high ratio top. It does not take an engineer to appreciate the operational possibilities thus provided.



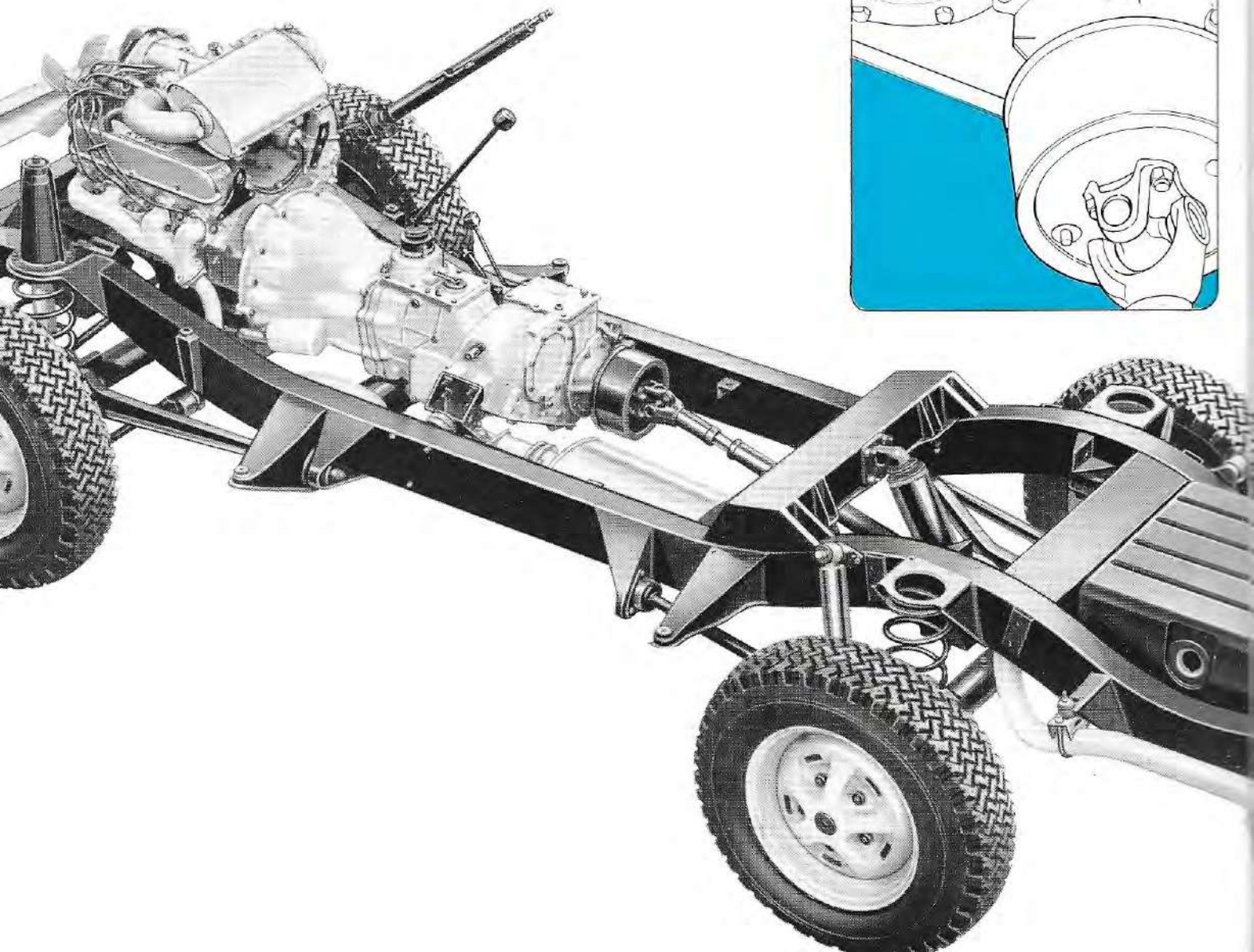
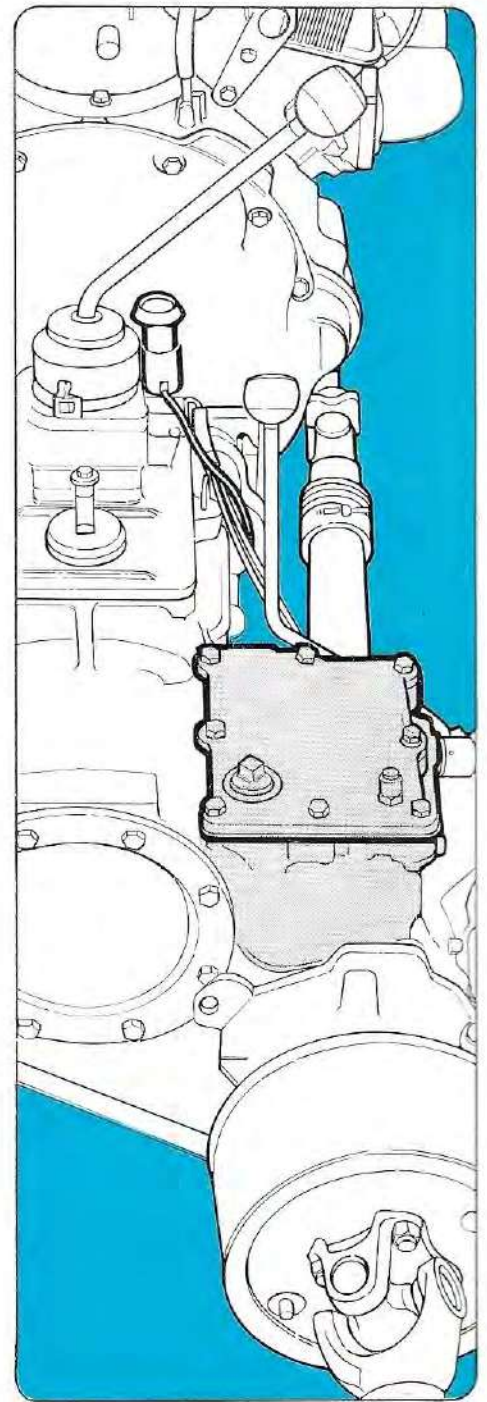


Third Differential

A third differential unit is connected between the front and rear axles to obviate transmission wind-up and other problems associated with four-wheel drive operation at high speeds. A lock-up device can be engaged, when required, to make this differential inoperative and provide maximum traction on both axles for severe cross-country work.

The Strength behind the Power

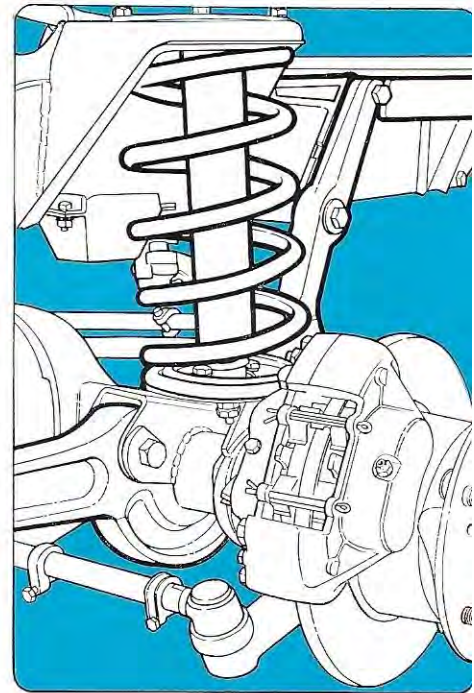
The Range Rover has been given a Land-Rover type of chassis, the deep box-section frame members of which are immensely strong and capable of withstanding the most rigorous treatment. Additionally, they are painted inside as well as outside, making them resistant to rust and corrosion over a lifetime of operational use.





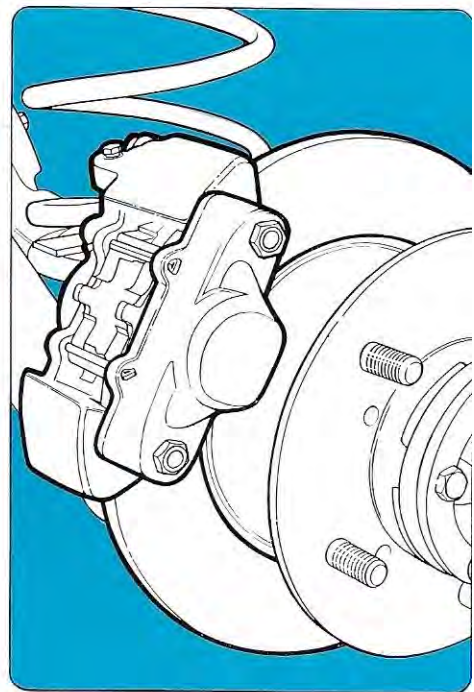
Suspension

This is one of the most outstanding features of a truly outstanding vehicle. It is strong and reliable, and its flexibility is such that it produces an uncannily smooth ride over really rough country whilst providing excellent handling qualities and saloon car comfort on the road. Robust beam axles front and rear give a near-constant ground clearance and they are suspended on coil springs which allow big up and down movements of the wheels. Suspension travel is controlled by long-stroke telescopic hydraulic dampers.



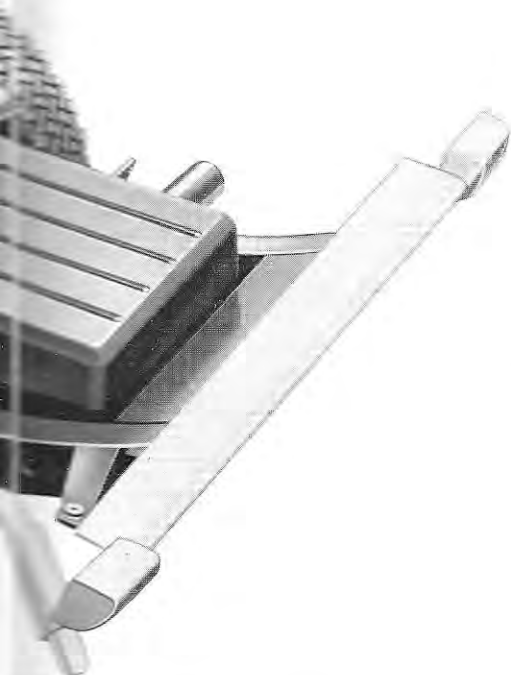
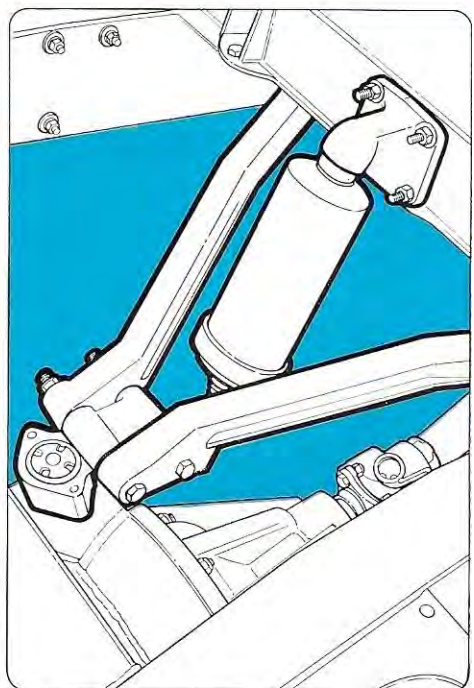
Disc Brakes

To match its powerful performance and all-round versatility the Range Rover is equipped with powerful servo-assisted disc brakes front and rear, and a dual-line hydraulic system for double safety. The drum-type handbrake is mounted high up on the transfer box rear output shaft where it is well-protected from dirt and water. Situated, as it is, within the transmission system it provides braking on all four wheels.



Ride-Level Unit

Incorporated in the rear suspension wishbone assembly is a special, self-energising 'ride-level' unit. This automatically ensures that the vehicle maintains a level aspect under varying body loadings and trailer nose weights. Whatever you put into the Range Rover or tow behind it, within permissible limits, there is little fear of having to travel in a tail-down, nose-up attitude.





Specification

ENGINE

An O.H.V. all-aluminium high performance V8. Bore 3.5 in (88.9 mm). Stroke 2.8 in (71.12 mm). Cubic capacity 215 cubic inches (3,528 cc). 8.5:1 compression ratio. B.H.P. (DIN) 130 at 5,000 rev/min. Torque 25.6 MKg (186 lb.ft) at 2,500 rev/min. Aluminium alloy cylinder block, with inserted iron liners, cast integrally with crankcase. Aluminium alloy cylinder heads with in-line valves for breathing efficiency. Separate aluminium alloy inlet manifold with two carburettors. Self adjusting hydraulic tappets. Pistons are of a special lightweight full skirt design and incorporate a shallow circular depression in the crown. The counter-weighted crankshaft runs in five lead/bronze/lead indium overlay shell bearings and is fitted with a torsional vibration damper. A gear-driven oil pump delivers oil under pressure, to the main, big-end and camshaft bearings, the hydraulic tappets, distributor drive shaft and valve rocker gear. The cylinder bores are lubricated by a jet of oil from each connecting rod. A full-flow oil filter is fitted. An alternator is fitted as standard.

COOLING SYSTEM

Pressurised type (15 psi [1.05 kg.cm²]) with pump, fan, thermostat and pressurised expansion tank. Capacity of system approximately 20 pints (11 litres). Crossflow radiator.

FUEL SYSTEM

A 19 gallon (22.5 US gallons), (86 litres) tank is located at the rear between the chassis frame members. A facia warning light flashes when the fuel level drops below approximately 3 gallons (13.6 litres). The A.C. pump is mechanically operated and supplies fuel to two Zenith-Stromberg CD2 carburettors.

TRANSMISSION

Clutch is of the diaphragm spring, single dry plate type — 10.5 in (26.7 cm) diameter. The main gearbox has four forward and one reverse speeds, manually operated with synchromesh on all forward gears. The transfer gearbox is of the two speed reduction type on the main gearbox output. Front and rear drive are permanently engaged via a third differential which can be locked by a vacuum control switch, mounted on the gearbox. Front and rear axles are of the spiral bevel type, the front having enclosed constant velocity joints. Differential ratio for each is 3.54:1.

OVERALL RATIOS (Final Drive)

	High Transfer	Low Transfer
Top	4.16	11.76
Third	6.25	17.69
Second	10.17	28.78
First	16.91	47.83
Reverse	15.23	43.07

STEERING

Burman circulating ball, worm and nut type incorporating an A.C. safety column with security locking device. Steering wheel diameter 17 in (0.43 m). Steering box ratio 18.2:1 straight ahead. Turning circle 37 ft (11.3 m). 3½ turns to lock.

FRONT SUSPENSION

Coil springs. Axles located by radius arms and Panhard rod. Control is by long-stroke hydraulic telescopic dampers.

REAR SUSPENSION

Coil springs. Axle located by radius arms, support rods and central wishbone assembly, incorporating a 'Boge Hydromat' self-energising ride-level unit. Control is by long-stroke hydraulic telescopic dampers.

BRAKES

Lockheed disc brakes are fitted front and rear and are servo-assisted for easy pedal operation. A dual line piping system ensures emergency braking to individually piped calipers on the front discs. The hand-brake is of the internal expanding drum type, operating on the transfer box rear output shaft.

WHEELS AND TYRES

Pressed-steel 'Rostyle' enamelled wheels, five stud fixing — size 6.00 JK × 16. Tyres: Michelin radials XM + S × 16 (tubed) or Firestone Town & Country radials 205 × 16 (tubed).

LIGHTING

Headlamp units are of the sealed beam type. The head/side lamp switch and the combined headlamp flasher, dip, direction indicator and horn switch are mounted on the steering column nacelle below the steering wheel. A similar switch is provided for fog and spot lamps (optional extras). Sidelamps and indicator lamps are mounted on the front body corners and the rear tail/stop, indicator lamp unit incorporates a reversing lamp. A hazard warning system is standard and is operated by a switch on the facia rail.

HEATING AND VENTILATION SYSTEM

The heating and ventilation system provides either fresh or recirculated air. Air is drawn through an opening below the windscreen where the intake of traffic fumes is minimised. Individual face level vents and a central vent can be adjusted as required. Extractor grilles in the rear quarter panels allow natural 'through flow' ventilation.

WINDSCREEN WIPERS AND WASHERS

Variable speed windscreen wipers are operated by a steering column switch which also actuates the electrically-operated windscreen washers.

BASIC CONSTRUCTION

The construction makes use of a welded box section chassis frame and a steel base unit to which the skin panels are applied as separate, painted units. Most body panels are of non-corrosive aluminium. The two wide doors are forward hinged and open to approximately 90°. Each have wind-down windows and opening quarter vents. Large rear side windows slide rearward to open and have a push button release.

Rear body floor is of strong corrugated aluminium and has a moulded rubber mat. The lower full-width tailgate is of steel and has a single centre locking handle. The pneumatically-assisted upper tailgate is provided with a security lock.

BODY INTERIOR

Individual front seats have integral lap and diagonal safety harnesses and are fitted with a mechanism which allows the backrest to tip and automatically slide the seat assembly forward for ease of access to the rear seat. Driver's seat is provided with conventional fore and aft adjustment.

Doors have combined armrest/door pull with twin interior operating handles, for front and rear passengers. Each door has a sliding catch security lock. The full width rear seat can be folded forward for greater payload area. Backrest catch operated by central handle. Anchorage points for safety harnesses are provided at the rear.

Spare wheel mounted on left-hand side of body, with fabric wheel cover.

Interior appointments include: Interior roof light, operated either by opening the doors or by an independent switch; ashtray on transmission tunnel; twin collapsible sun visors; safety spring-out interior rear view mirror; electric clock with front hand-set; integral parcel tray/passenger grab handle; spacious glove box; provision for radio.

COLOURS AND TRIM

Exterior Colours: Lincoln Green; Sahara Dust; Bahama Gold; Masai Red; Tuscan Blue; Davos White. Interior Trim Colour: Palomino.

OVERALL DIMENSIONS AND DATA

Wheelbase 100 ins (2.54 m); Track 58.5 ins (1.48 m); Ground clearance (under axles) 7.5 ins (0.19 m) — (under ϕ vehicle) 12.5 ins (0.32 m); Turning circle 37 ft (11.3 m); Overall length 176 ins (4.47 m); Overall width 70 ins (1.78 m); Overall height 70 ins (1.78 m).

WEIGHTS

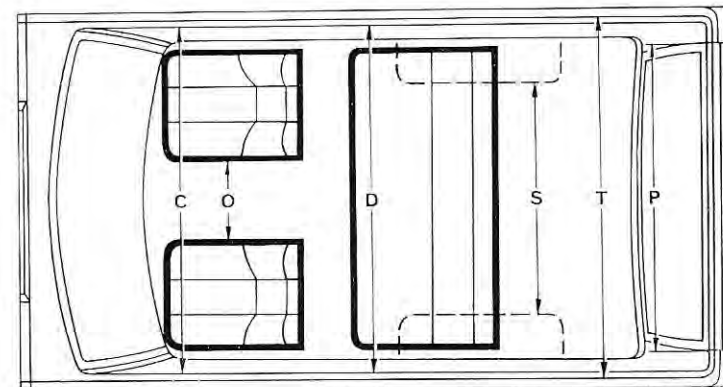
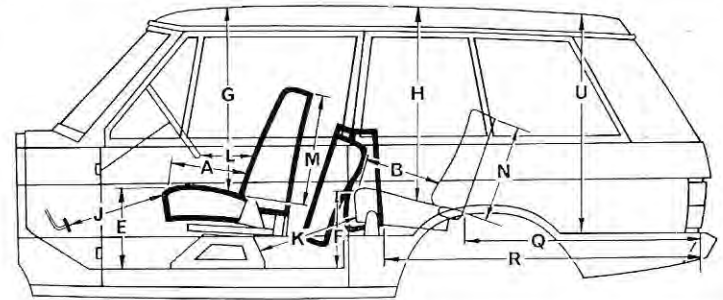
	Front Axle lb (Kg)	Rear Axle lb (Kg)	Total lb (Kg)
Unladen plus 5 gallons fuel	1900 (862)	1900 (862)	3800 (1724)
Gross weight	2200 (998)	3320 (1506)	5520 (2504)
*Total payload	—	—	1720 (780)

*i.e. Five persons + 970 lb (440 Kg) or two persons + 1420 lb (644 Kg). Total payload 1720 lb (780 Kg).

Note: These figures include an allowance of 220 lb (100 kg) (for the fitting of a winch or auxiliaries) which is restricted to the front of the vehicle only. Maximum gross axle weights must not be exceeded.

TOWING CAPACITY

	Trailer weight lb (Kg)	Trailer + Vehicle weight lb (Kg)
'Off-road' trailer	2205 (1000)	7725 (3504)
Road trailer — power brakes	8814 (4000)	14338 (6504)
Limited use emergency purposes only. Max. restricted road speed 25 m.p.h. (40 k/m/h)	13227 (6000)	18747 (8504)



INTERIOR DIMENSIONS

		Inches	Metres
A	Front to rear of front cushion	18.00	0.457
B	Front to rear of rear cushion	16.50	0.420
C	Width of body at front of front seats	59.50	1.510
D	Width of body at front of rear seat	58.31	1.480
E	Top of front cushion to floor	13.00	0.330
F	Top of rear cushion to floor	14.50	0.370
G*	Headroom — front seat	35.00	0.890
H*	Headroom — rear seat	35.75	0.910
J	Front cushion to accelerator pedal	20.25	0.534
K	Rear cushion to front seat box	18.00	0.460
L	Front seat squab to steering wheel	14.75	0.375
M	Front squab height	22.25	0.560
N	Rear squab height	19.25	0.490
O	Width between front seats	17.00	0.430
P	Width of tailgate opening	55.25	1.403
Q	Payload area length (seat in position)	42.00	1.067
R	Payload area length (seat folded)	58.00	1.473
S	Payload area width (between arches)	43.00	1.092
T	Payload area width (at waist)	63.50	1.613
U	Payload area height (floor to roof)	41.00	1.041

* With a person of average height.

Measurements taken with driver's seat in central position.

Total adjustment of driver's seat fore and aft is 7.313 in (0.186 m) 7.438 in (0.189 m) for passenger.

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